

The FMSB Newsletter

WELCOME ABOARD

We are pleased to announce the addition of two former IMANPY members to our group. John Henderson and Tom Batts joined the FMSB the first of the year. They bring considerable nuclear maintenance talent to our organization. (POC Jim Null)

SSN/SSBNs

We have been asked to include the SSN/SSBNs to our mailing list. We realize a lot of this information is geared toward Intermediate level maintenance. However, we are getting more and more involved in steam plant repairs, steam plant cleanliness and Operating Unit Training. We are glad to have the opportunity to communicate with the SSN and SSBN communities. (POC Jim Null)

BSTLP AT THE SUBRONS

The Basic Trade Skill Lesson Plans (BSTLP) are a valuable and underutilized tool. BSTLPs are <2 hour modules that include an Instructor Guide, Student Guide, transparencies, video tape and in some cases a mockup. Topics of interest to SSN/SSBNs include basic QC, cleanliness, valve packing and mechanical joint make-up. We ask that the Submarine Squadrons and SSSUs let the units know the BSTLPs are available for their use. These are also available on all carriers. (POC Willie Mitchell)

MATERIAL CONTROL CHANGES

Heads up for a revision (7) to the Nuclear Material Control Standard (0900-070-6010). Also, revision (B) to the Level of Essentiality instruction, NAVSEA C9210.34. This change deletes some of the requirements. Please contact FMSB if you have any questions or would like training on the above material control changes. There is an on-going evaluation to combine the nuclear and non-nuclear material standard. We will let everyone know the results of this evaluation. (POC Hod Verble)

NNSY GALLEY

The NNSY galley will be closed for renovation until 09/00. Students attending NNSY courses will be authorized COMRATS. (POC Jim Null)

OPERATING UNIT TRAINING (OUT)

NAVSEA 08 and the Type Commanders agreed in September 1999 that the FMSB should conduct periodic training for operating units (SSN, SSBN, and CVNs). FMSB has completed several of these sessions. Here is an overview of the completed training. Bangor area in December: LP Carbide Seat Cutter Repair and Counterbore refurbishment training for USS A. LINCOLN (19 attendees), USS C. VINSON (21 attendees) and SUBRON 17 (33 attendees). Norfolk area (43 attendees) in December: CWP/FWP formatting, source documents, controlled material, steam plant cleanliness, precision measurement, and SubSafe. New London (72 attendees) in January: CWP/FWP formatting IAW JFMM change 3 and SubSafe. OUT visits are being planned for CSS-16 & 20 (4/3/00), CSS-11 (4/24/00) and Pearl Harbor (date TBD). If your command desires on-site training in Propulsion Plant maintenance, contact FMSB. (POC Jim Null)

QAOC AND NPC COURSES

The 00-1 Quality Assurance Officers Course graduated 9 students on November 18, 1999. The QAOC graduates went to CVNs (5), RSG (1), AIRLANT (1), NPTU Charleston (1) and SSSU New London (1). QAOC 00-2 will begin 25 April and will end 24 May. NPC 00-1 started 26 January with a full class of 16 students. (POC Hod Verble).

Nuclear Planners Course

NPC 00-2 01 Aug - 01 Sep 2000

Quality Assurance Officers Course

QAOC 00-2 25 Apr - 24 May 2000

Trade Skills Course

TSC 00-3 04 Apr - 12 May 2000

TSC 00-4 11 Jul - 18 Aug 2000

PRIMARY VALVE OPERATOR (PVO) TRAINING

Operating ships have been finding it difficult to find the opportunity to train PVO candidates. Additionally, it is difficult to include anomalies in shipboard training for PVO. COMNAVAIRLANT and FMSB have developed an exportable PVO training package. FMSB has dynamic valve operator mockups complete with their own water source, pump, valve and piping runs, and built-in anomalies. These anomalies in many cases cannot be duplicated shipboard. FMSB has conducted the pilot course for the USS T. ROOSEVELT. Feedback from that initial course is being incorporated into the lesson plans. This course is expected to run 3 days when complete, including a graded final practical. If your command desires realistic PVO training, contact FMSB. (POC Jim Null)

LOW PRESSURE CARBIDE SEAT CUTTER

During a recent on-site training visit to the West Coast, a few areas of concern were noted when demonstrating a LP valve seat repair using the LP Carbide Seat Cutter Kit. These are not major problem areas but are worth noting. Puget Sound Naval Shipyard (PSNS) has been informed of these and corrective actions are being reviewed. The areas of concern are as follows:

The instructional video provided with the kit leads one to believe that the seat surface finish for the Low Pressure valve is different than the finish required on the valve drawing. The required surface finish is per the Technical Drawing #803-2177525.

The Feed Stop Clamp required an excessive amount of torque to properly tighten it against the Cutter shaft. PSNS will modify future Feed Stop Clamps. For currently issued clamps, a modification can be made locally to alleviate this problem. Contact FMSB for details.

A change to the lap handle has been proposed and is being reviewed by PSNS.

On in-line ½" valves, be sure to install the appropriate "A" port plug. Plug #1B500-BW for butt-welded valves and #1B500-SW for socket welded valves should be used. For ½" in-line valves, use the bore lap end marked "large" to ensure the bore lap will not contact the "A" port plug. (POC John Hancock)

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